

# Aviation News

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## Surplus Agencies Integrated

New unit—War Assets Administration — will operate under OEM, handling both policy and disposal....Page 7

★

## Navy Plans Stress Air Power

Forrestal's report emphasizes carriers' role, gives them top spot in organization of current active and reserve fleets .....Page 9

★

## CAA-NASAO Agreement Near

Washington conference reaches preliminary understanding on scope of model state aeronautics act....Page 14

★

## One-Place Luscombe Tested

65-hp. craft cruises at 122 mph. with top speed of 135 mph.; uses many parts from Silvaire.....Page 16

★

## New Research Bill Introduced

Proposes board with broad general powers without making reference to problem of patents.....Page 21

★

## Lines Retiring Preferred Stock

Consolidated Vultee move highlights industry trend; capital structures being trimmed with need for substantial funds at end.....Page 30

★

## "Homeland" Dispute Shelved

Bermuda delegates, anxious to finish work before debate on loan, agree to leave final point in status quo....Page 34

★

## Panagra Case Remanded To CAB

U. S. Court of Appeals ruling extends principle of derivative action to administrative



**Paris Flights Start:** TWA formally noted opening of its service to Paris last week with this christening ceremony at La Guardia Field. Mrs. Jack Frye, wife of the TWA president, named the "Star of Paris" Constellation with a "cloud gun." With her on the stand were (left to right) Charles R. Hoffenden, New York City Marine and Aviation Commissioner; Leo McCauley, Irish Consul in New York, and Guerin de Beaumont, French Consul General in New York. Models in foreground represent the

## Unnamed, Unknown, Unsung but Still... 1st

After compiling more "firsts" than any of its combat units, the Honeywell test bomber, a B-17 Flying Fortress, has been officially grounded, never to fly again.

Stripped of turret, guns and armor plate, the bomber, designated as 44-31929, but called 170 by its crew, is being transferred to the University of Minnesota's Aeronautical Engineering Department by ATSC after serving more than three and one-half years in Minneapolis in the dogfight for a long list of automatic control devices jointly developed by indications of the company and the Air Force.

### The Honeywell test ship and its

1. First bomber equipped with an electronic automatic pilot.
2. First plane equipped with an automatic leveling bombight.
3. First plane equipped with a steering motor (used to render wing control).
4. First plane equipped with an electronic forewarning switch.
5. First plane equipped with electronic, four-engine (radio) recharger control and wing kinetic stall landing equipment.

From these accomplishments you can readily see how Honeywell creative engineering can and will help you improve performance of all types of aircraft.

The Honeywell program includes a complete flight research department, test aircraft, and thousands of dollars worth of testing equipment. In addition, trained application engineers, with broad experience in the use of aeronautical and industrial controls, will collaborate with aircraft manufacturers and airlines in developing the most practical equipment for each specific problem. Their work includes consulting service and flight testing at the customer's plant. These men can help you in the application of Honeywell equipment to your control problems.

Minneapolis-Honeywell Regulator Co., Aeronautical Division, 1644 Fourth Avenue So., Minneapolis 5, Minnesota. Branches and distributing offices in all principal cities.

MINNEAPOLIS  
**Honeywell**  
AERONAUTICAL DIVISION

## THE AVIATION NEWS

# Washington Observer

**FLC PUSH**—The pressure is on the Foreign Liquidation Commission to clean up overseas airplanes in a hurry. Demobilization is creating a great problem in guarding the material, and foreign governments want on part of the material job and they have bought the airplanes. The Army Corp. has set up a large warehouse at Newark, N. J., in some cases being brought back from abroad, and in pending establishment of one at Mobile, Ala., and in California.

**BULK SALES**—One FLC measure that is being looked upon hopefully as possible solution is bulk sales to foreign governments. One with England is in the air. Interestingly, this does not include any complex aircraft, none of which were declared surplus in Britain. Another bulk sale is being negotiated with India. This will include 70 flyable, 130 non-flyable C-54s. The non-flyable planes will be included in the deal at a scrap price with the strict proviso that the Indian Government must them.

**TERMINATION "GOAT"**—Industry is concerned about the tendency of the Army to blame delays in contract termination settlements on the industry's lack of "initiative" after receiving 80 percent of some initially claimed (see *Headline News*). It is pointed out that the War Department is ignoring the terrific amount of deadweight work industry has to do to clean up claims, and is just preparing an "out" in case a claim arises in Congress over settlement delays.

**NEW TERMINATION AGENCY?**—On some lower levels of the War Department, there are murmurs of a new, civilian agency to take over the Govern-

ment's end of termination settlement. There would be that demobilization is creating a great problem in guarding the material, and foreign governments want on part of the material job and they have bought the airplanes. The Army Corp. has set up a large warehouse at Newark, N. J., in some cases being brought back from abroad, and in pending establishment of one at Mobile, Ala., and in California.

**AIRPORT PROGRESS**—Senator McCarran finally managed to get 12 of the 14 House and Senate conferees on the airport construction bill together at a luncheon. Usual attendance has been from two to four. For the first time in two months the conferees talked out the airport matter together. Enough progress was made so that McCarran predicted that in one more week meeting the conferees could turn out a compromise bill. Chief stumbling block to agreement remains the method of channeling Federal funds—whether they should go exclusively to the states, or a portion allocated directly to cities.

**UNIFICATION PROGRAM**—There is a definite feeling among some Army and Navy officers that joint procurement will be much more difficult than joint command under a unification plan. Both branches have used a few manufacturers exclusively in their orders and want to continue with these manufacturers for aircraft and other equipment. Experimental progress and specific needs differ widely and as a result this phase of unification is receiving close attention in Washington.



This ship-equipped Excelsior has passed landing and takeoff tests (see *Private Flying*).





## \*By FLYING BOXCAR

Air Shippers have their eyes on inland ports—the small cities with limited length runways.

Their interest turns naturally to the Fairchild "Packet." For the "Packet"—expressing the painstaking research and precise engineering typical of all Fairchild operations and products—can:

**GET IN,** fully loaded with up to size ten of flying freight, on storage and less-than-average length runways.

**UNLOAD AND LOAD,** swiftly, with a minimum of manipulation. The "Packet's" split tail doors at the rear open up the entire width of the boxcar-like fuselage. The forward cargo door permits quick access to "up front" freight. The

"Packet's" horizontal cargo floor is at truck floor height. **GET OUT,** fully loaded, with a short run. It has take-off characteristics highly exceptional for a plane of its large cargo capacities.

All these characteristics are inseparable to the shippers seeking to tap the rich markets of the interior. They are characteristic of the "Packet" alone among cargo planes, because the "Packet," from its conception, was designed and built specifically to carry cargo—efficiently and economically—anywhere! They are the Fairchild "touch of tomorrow" in this plane of today!

Cargo operators—write for details about the "Packet."

**Fairchild Aircraft**

Division of Fairchild Engine & Airplane Corporation, Hagerstown, Maryland

## Surplus Property Organization Being Merged Into Independent Unit

New agency—War Assets Administration—will operate under OEM and report directly to the President, handling combined job of policy and disposal

By WILLIAM KROGER

The all-changed organization for the disposal of surplus property will reach what probably will be the final stage on March 25 when a new, independent agency, War Assets Administration, will take over the combined job of policy and disposal.

Set up as part of the Office of Emergency Management WAA will report direct to the President. Surplus Property Administration, until its abolition and merger with War Assets Corp. on Feb. 1, was under the Office of War Mobilization and Reconstruction, and WAC has been a subsidiary of the Reconstruction Finance Corp.

**Food from RFC Control.**—Major results of the establishment of WAA is expected to be the freeing of actual disposal operations from control of the RFC board of directors, frequently taxed with being too conservative and the necessity of WAA to obtain its own appropriation from Congress.

This perhaps will be the most important aspect of the entire situation. Surplus policy now is to accept non-salable surplus items. This is itself can cost a sizable sum of money (AVIATION NEWS, Feb. 4) and the request for an appropriation for this purpose would give Congress a chance to pass on the basic policy of accepting.

**No Personnel Problem.**—The merger of SPA into WAC effected personnel changes and duties in the two organizations that are not expected to be troubled when WAA comes into being. Lt. Gen. Edmund B. Gregory, ex-chairman of WAG, is the top official. Col. Frank J. Murphy, chief of the aircraft division in WAC before the merger, has resigned, and Brig. Gen. James

A. Molison, former commander of the 15th Air Force, will be vice-president in charge of aircraft and airport disposal.

Cons. H. H. Starnes, who had been acting director of the aviation branch in SPA, will be assistant to Molison. Arthur Menley, in charge of airports at SPA, will work in the same sphere in the consolidated agency, although it is expected that the airport division will be headed by an AAF officer.

**Hedding Staying with Synzinger.**—Col. John Hedding, in charge of foreignization of public relations policy in SPA for W. Stuart Synzinger, eventually is going to the War Department with Synzinger who was sworn in last week as assistant secretary of War for air. His successor has not been selected.

## Warplanes May Race

They Larkin, Lockheed Aircraft's chief engineering test pilot, has given an advance indication of what the proposed 1946 National Air Races will be like by assisting from Army surplus a practically unused P-38 Lightning for \$125 and announcing he will race it for racing and exhibition flights.

**Army-Navy Deal Seen.**—Winner of second place in the 1939 Thompson Trophy Race, Larkin first attempted to buy a damaged P-38 jet fighter to repair and enter in the air races. The Army's refusal to sell now indicates that if the National Air Races are held, jet racing will be confined to an Army-Navy deal.

## Flying Laboratory Carrying ATSC Mission to Pacific

A 46-passenger transport plane equipped with screen doors, an electric stove, two refrigerators and a box of bibles has reached the Southwest Pacific on a searching



## BRITISH SHORT-HAUL TRANSPORT:

Portsmouth Aviation, Ltd., Portsmouth, England, is building this 5-6 place transport for short-haul or feederline use. Named the Aeroset II, it will be built in three models with varying power units—the Major, Minor and Junior. The Major, equipped with two Cirrus III-bp engines, is scheduled for taking off on 100 gals and landing in 125. Its total weight is 3,600 lbs.



**"Flying Scientists" at War:** Working space for 17 scientists is provided in the specially equipped C-54 which is carrying the Army's tropical disease team to the Southwest Pacific. Twelve are at work here. Dr. Kenneth J. Connelley, director, is at the head of the table in foreground. Standing at his right is Lt. Colonel Harry J. Hunter, who represents the Army on the expedition.

scientific expedition of the Air Technical Service Command.

Seventeen scientists, most of them from Wright Field, will use the specially outfitted Douglas C-54 as headquarters for a first-hand study of prevalent causes of deterioration of clothing, leather and metals in the equatorial areas.

**Laboratory Equipment Provided:** In the forward part of the passenger compartment is centered a large laboratory table with extension slides. All of this work benches and tables along for a sterilizer and for high-power microscopes. Two motor generator sets are stowed aboard the plane furnishing 35- and 110-volt current for the electric stoves, refrigerators, radio, stenters, fans, oven and hot boxes. Photographs equipment includes motion picture and still cameras. A portable darkness room is set up either inside or outside the fuselage.

## Interstate Airline Bill Set For Early Action

Legislation establishing exclusive Federal jurisdiction over interstate air carriers conducting interstate operations is the first aviation matter on the agenda of the House Interstate and Foreign Commerce Committee, the committee's chairman, Rep. Clarence F. Lee (D., Calif.), reported last week.

The bill (H.R. 3083), introduced by Lee and now pending before Interstate, however, "probably won't be taken up until around March," Lee said, but he stated it "is the most pressing legislation need in

that the Secretary of Commerce has settled into his job of handling aviation and seems ready to let the CAA continue on under his jurisdiction.

Lee indicated that action on the third piece of aviation legislation pending before Interstate—which would prohibit multiple location of air carriers—would be held up until after the proposed over-all investigation.

## Selfridge Likely To Be Site Of Automatic Flight Center

A new aircraft development center devoted to the study of automatic flight is in prospect for Selfridge Field, Mich. The "all-weather flight" unit composed of the Technical Operations Group of the Eighth Air Force now stationed at the Lockbourne Army Air Base, near Columbus, Ohio is to be moved and best guess is that Selfridge will be the new location.

Ultimate objective of the center would be perfection of automatic flight methods to permit commercial as well as service aircraft to fly at any time in any kind of weather. **"Push-Button Phase" Developed**—In connection with automatic flight, Lockbourne base has announced that it has developed a "push-button airplane"—a C-54 that will take off, fly a pre-selected course and land without human hands touching the controls.

This is made possible through the use of automatic equipment perfected since the end of the war. It was disclosed that the automatic devices, when put to a determined flight plan, control and navigate the airplane, its climb, descent, altitude, flight to destination, landing and stopping on the landing strip.

## CAA Arranges Examinations For Pilots Back Abroad

A temporary arrangement whereby transport pilots based in Europe will not have to return to the U. S. for their six-month physical examinations has been announced by Civil Aeronautics Administration.

The tests will be given at Paris, London and Dublin by foreign flight surgeons approved by the CAA. Copies of medical certificates will be sent to CAA at Washington. The arrangement is designed to fill the gap between the present and a time when normal CAA medical examiners will be designated at various points throughout the world.

## Air Power Given Main Emphasis In Immediate Post-War Navy Plans

Forrestal's report for fiscal 1945 stresses carrier's role as spearhead with battleships as auxiliary, gives it top spot in organization of current active and reserve fleets.

By SCOTT HERSHLEY

Air power has the main emphasis in the immediate post-war Navy. That is made clear in the annual report of Secretary Forrestal for the 1945 fiscal year just submitted to the President and a glance at the composition of the active fleet confirms it.

The carrier is today the spearhead of the modern fleet, just as the battleship was 25 years ago," Secretary Forrestal says. "But, just as the battleship had to have fleet complements and auxiliaries in terms of cruisers, destroyers, submarines and patrol vessels, so the carrier—modern cutting edge of the Navy—must have its auxiliaries, the fleet battleships, the modern cruisers, the long-range destroyers, the submarines and all the vast complex of auxiliary vessels that go to constitute a truly effective Navy."

**Stresses Coordination**—The report emphasizes that manpower did not mean the war, neither did air power and neither did ground forces. The war was won and the peace is being preserved, the Secretary says, through the combined striking power of all three, each force being utilized in accord with strategic demands.

"Because the same combination will be needed to meet or stamp out any future threat of war," the report adds, "we must preserve all the components in that combination."

**Organization Tailored**—A table showing the numbers of ships and of aircraft maintained for the active fleets of the post-war Navy lists 3,625 aircraft, 15 aircraft carriers and 13 escort carriers. The last-up reserve lists 16 aircraft carriers and 53 escort carriers.

The report notes that while the Navy's long-range planning must cover the possibilities of new weapons now under development, the composition of the active fleets now must be such as to meet problems of the immediate next few years, with the submarines now available.

**Plan May Be Temporary**—Changing world conditions, Forrestal

viewed periodically to keep them in line with realities.

The United States for the first time in its history, as Forrestal points out, finds itself in the fortunate position of being able to vary its naval strength from time to time as world conditions may require.

**Navy On Reserve List**—In addition to the active fleet proposed, the Navy has a large number of additional vessels rising from aircraft carriers to amphibious craft not presently needed in the active fleet, but divided into a "ready reserve" and a "lead-up reserve."

In the active category, in the Pacific fleet are the carriers Princeton, Coral Sea, Anson, Kearsarge,



## TAKING DOWN THE FIREBALL

Storage, maintenance and replacement work on the Ryan Fireball, Navy jet-and-propeller fighter, is completed by the speedy "breakdowns" permitted by the plane's construction. A dolly is clamped to the rear fuselage section, four bolts are loosened, control cables detached and the nose and tail sections roll apart in 30 minutes. The jet engine slides out of the rear section on a mechanical carriage for easy storage. The unique separation feature allows the Fireball to be stored in two sections to conserve space aboard carriers and permits interchange of engine sections.



Baker, Graveland, Tereasa, Valley Forge and Newberry, except carriers Remond, Villa Gulf, Barako, Redwing Street, Senator, First Crus, Shining Star, Gloucester and Patriot Guard.

► **Active** Last ships of the Pacific currently are assigned to the 5th and 7th Operational Fleets assigned in enforcing surrender terms and occupational duties. The Ready Reserve includes the carriers Essex, Cleveland and Shangri-La.

► In the active category of the Atlantic Fleet are the carriers Franklin D. Roosevelt, Midway, Ledge and Philippine Sea and the escort carriers Pecos, Mendocino, Salinas Bay and Sicily. The ready reserve fleet includes the carriers Franklin, Tanager and Randolph.

► **Combat Record Outstanding**—The report shows that Naval aircraft were more than half of the submarines sent to the bottom by the Navy Navy and Marine aircraft destroyed in all more than 19,000 Japanese planes through June of last year. Against this total, the plane losses on combat in the Pacific were about 2,589—a combat ratio of less than one to six.

The on-hand strength of the Naval Air Force grew from 1,741 active planes in July 1, 1949 to more than 32,700. Moreover, the average weight of new planes increased from 2,740 lbs. in 1942 to 3,149 lbs. in the first half of last year.

► **Acceptances**—The Navy accepted for all uses 12,590 aircraft in the first half of 1949, compared with

fewer than 10,000 during the entire year following Pearl Harbor. Of the total of 88,300 planes accepted by the Navy in the five years which began with July 1949, Lockheed received 7,500 and the AAF more than 900.

## 'Ready Air Reserve' Planned By Navy

Will commence training 28,700 Naval and Marine Corps men on inactive duty status.

The Navy plans a 'Ready Air Reserve' of 28,700 Naval and Marine personnel in inactive duty status to be trained in a program closely integrated with the Regular Navy. Fifteen Naval Air stations in the United States have been designated for the exclusive mission of training reservists and seven additional air stations will train reservists besides training other personnel.

► **Composition**—Decided—The Reserve force will be composed of 4,300 Naval and Marine aviators, 2,682 ground officers and 19,000 enlisted Naval and Marine personnel. They will be organized into six groups, squadrons and units, trained to man in an emergency the ships laid up on the inactive fleet or to supplement squadrons of the active and reserve fleets.

► **Reserve**—Inactive squadrons will be organized separately in order to complement carriers assigned to the Marines and to train for operations

## New Planes in Convair

Although Consolidated Value is seen, an Aviation News discussion at Lancaster Field last week saw Convair experimental models.

► A four-bay two-engine design with an automobile-type fuselage seating four passengers. Engines are tractor-mounted in forward extension of the boom. The plane resembles somewhat the previous Convair proposal in Denver as a four-engine (push body) with Mustang power.

► A conventional-looking four-engine plane with a single nose-mounted engine.

Control problems make the company's Spritling-type experimental plane subject to extensive development before marketing is considered.

## with Fleet Marine Force

► **Will Start July 1**—Plans have been made to start a through training program for reservists about July 1. It will consist of 48 and include a year with approximately 100 hours of flying a year for the pilot and an annual two-week period of training at sea aboard carriers of the reserve fleet.

► **'Standby Reserve'**—This will be organized to be composed of officers and assigned personnel who cannot regularly attend the drills or otherwise qualify for training.

► **Training Refresher Flights**—Prior to the start of the Ready Air Reserve program in July, all reserve aviators on inactive duty have been authorized to take refresher flight training. They have been allowed two hours flying time a month for January and February, and may be authorized more flying time for the succeeding four months of that fiscal period.

The 15 stations that will exclusively train reservists are at New Orleans, La.; Long Beach, Calif.; Squantum, Mass.; New York, Wilkes Cove, Pa.; Atlanta, Memphis, Dallas, Los Angeles, Calif.; Los Angeles, Calif.; Goleta, Calif.; Miramar, Calif.; Glenview, Ill., and Columbus, Ohio.

► **Seven Other Stations**—The other seven Naval Air Stations that will also train Reservists are at Alameda, D. C.; Norfolk, Va.; Jacksonville, Fla.; Miami, Fla.; Seattle, Wash.; San Diego, Calif.; and Honolulu, Hawaii.

Modern aircraft of all types have been set aside for the program.

## Terminated Aeronautical Contracts Likely to Be Among Last Settled

Cost-plus-fixed fee agreements provide greatest problem, with rate of settlement declining, although over-all task is proceeding more rapidly than expected.

Settlement of terminated war contracts is proceeding so satisfactorily that it is expected that less than 5 percent will remain open at the end of this fiscal year, June 30, but there is strong probability that many of the unsettled claims on that date will be as contracts for aeronautical items.

Once deemed the greatest of problems to be solved at war's end, termination has proceeded so smoothly that the director of the Office of Contract Settlement, Robert H. Mackley, assumed effective July 1, to be succeeded by H. Charles Rose. Plans were announced to abolish OCS as of June 30, with its remaining functions to be handled by the Office of War Mobilization and Reconstruction.

► **Warped at Delay**—Although in his final report to Congress, Mackley stated that on Dec. 31, 1945, only \$2,719 of a total of \$42,314 terminated contracts still awaited settlement, he added significantly that "apparently settlement of cost-plus-fixed fee" terminations cannot be expected."

No break-down is easily available, but it is informed opinion that most of the cost-plus contracts were with producers of aviation material.

► **Cost-plus as Large Proportion**—Contracts remaining to be settled total \$23,500,000,000. Nearly one-third of this, or \$11,800,000,000 is for cost-plus contracts, although the number of such contracts is only 621. While the rate of settlement of fixed-price contracts rose in the last quarter of 1948, the rate of settlement of cost-plus contracts actually declined.

Only 65 such contracts were settled, while 74 additional cost-plus contracts were cancelled in the period.

► **Outstanding Value \$68 High**—According to W. Ar. Erickson, Service Contract Administrator, terminations of contracts of all types numbered 24,458, involving \$23,000,000,000. Of these, only 4,441 remain to be settled, but this relatively small number involve approximately \$12,000,000,000.

## Termination Score

Contract termination at a glance:  
 ► Number of contracts of all types terminated: 24,458;  
 value, \$23,000,000,000.  
 ► Number of contracts of all types settled: 20,220; value, \$20,500,000,000.  
 ► Number of contracts of all types remaining to be settled: 4,238; value, \$12,500,000,000.  
 ► Types remaining to be settled:  
 \$2,719, valued at \$25,000,000,000.  
 ► Number of cost-plus contracts remaining to be settled: 54,124; value, \$12,500,000,000.  
 ► Number of cost-plus contracts remaining to be settled: 497; value, \$17,900,000,000.  
 ► Cost-plus contracts cancelled included 1,391; value, \$14,300,000,000.  
 ► Average amount of settlement on fixed-price contracts only—\$2.66 cent (about \$3,000,000,000).

These figures, as well as those on cost-plus contracts, bear out Mackley's statement that naturally the largest contracts take longest to settle. But other factors have contributed to the delay.

► **Contractors' Prove Slow**—Major one, according to ASAC and Army termination officers is that contractors have been slow in handling their part of the load. Under termination procedure, a contractor pays 15 percent of what is estimated to be due him when he files his claim. In many cases, this is a sizable sum, sufficient to meet the contractor's immediate needs.

Convinced with other military officials, the contractor then lets the termination details slide.

► **Army Bid by Demobilization**—Second greatest concern of the AAF is the military demobilization that a stopped the service of key men, experienced in the problem of settling. Another cause of delay, said OCS, is the strikes.

Picket lines are keeping office workers, as well as factory workers, out of the plant and preventing much of the necessary accounting work.

## Vinson-Trammell Act Revisions Offered

'Would eliminate 6 percent profit limitation, drop Naval Aircraft Facility as "priority".'

The first Congressional step to revise out-moded military aircraft procurement regulations has been taken by Charles Carl Vinson (D., Ga.) of the House Naval Committee who has introduced a bill removing deterrents to initiate naval aviation procurement in existing law.

Generally in line with recommendations of aircraft leaders, the Vinson bill will eliminate the 6 percent profit ceiling placed on naval aircraft contracts by the Vinson-Trammell Act.

► **Picture Has Changed**—Vinson sponsored this act during a time when there was little competition in the aircraft manufacturing field, and contracts were left to sole holders.

Since the establishment of a highly competitive aircraft industry during the war, Vinson has become convinced that the need for the ceiling has vanished and that it improperly handicaps the Navy in obtaining the services of experienced producers.

► **Revision Procurement Policy**—The bill also revises the stipulation of the Vinson-Trammell Act that a minimum of 10 percent of naval aircraft produced must be purchased at the Navy-owned Philadelphia plant.

Under the new Vinson measure, the procurement of aircraft from Navy-owned plants is left to the discretion of the President. It authorizes the Navy Department, as approved by the President, to manufacture a portion of its aircraft at Navy-owned plants when it is deemed that the private manufacturing industry is not offering the government a fair price.

► **Now Used As Yardstick**—The stipulation for manufacture of 10 percent of naval aircraft at a government plant was written into law to provide a yardstick for aircraft manufacturing costs. The extensive data on manufacturing costs on all types of planes developed during the mass-production war period, Vinson is now convinced, rules out the necessity.

The present plan of the Navy is to use the Philadelphia facility for research and experimentation. Vinson points out that the private aircraft industry is now able to produce planes cheaper than they can be produced at Philadelphia.



PACKET PRODUCTION LINE:

Ford-McCord Aircraft & Engine Co. says commercial use of its C-62 Packet range plane will make possible the lowest air freight rates in the history of the transport industry—between 12 and 15 cents a ton-mile. Ford-McCord now is spending production at its Hagerstown, Md., plant to meet Army requirements for 12 planes a month with prospect of reaching a "merry-go-round" rate by July when the commercial version probably will be available at a price of around \$250,000.



## CAA-NASAO Due to Conclude Regulatory Agreement Next Month

Washington conference produces preliminary understanding on scope of long-embodied proposal for model state aeronautics act to establish fields of jurisdiction.

Reconciliation of differences between CAA and the National Association of State Aviation Officials is likely next month on the subject of package private flying regulations and state registration of pilots and aircraft.

Preliminary agreement between CAA and NASAO representatives was reached last week in Washington on a draft of model state aeronautics compaction act, originally prepared by NASAO in 1944 and a subject of disagreement between CAA and state officials ever since (AVIATION NEWS, Dec. 13, 1945).

**Compromise Proposed**—Crux of the matter was state officials' insistence on state power to regulate pilots and aircraft and prescribe requirements for such registration. That would have conflicted with its state power to "ground" pilots, a theory to which CAA has been an ardent ally.

A compromise reached at the meeting and to be studied by the state representatives and submitted to the NASAO, proposes:

• States may require registration

of aircraft and aircraft at a nominal fee and the only requisite shall be possession of a valid Federal certificate.

• States may enforce safe flying practices only by court action, provided that the standards of safety shall be the same as those laid down by the Federal Government, and provided that the states shall make it a misdemeanor for anyone who does not hold a Federal certificate to fly within a state's border, and provided that if an offender is prevented from flying for more than 30 days, the case shall be referred to CAA for a decision as to his competency to fly.

• Federal Functions—Federal function, as outlined in the policy memorandum at the meeting, are to set aeronautics, competency and operating standards, and enforce these through CAA inspectors and other CAA personnel.

Reviewed in the series is the right to license airports and the case laws agreed that three items should be required: adequate land and air; interference or availability

of a manager and an airplane and engine mechanic; no down or hangar facilities; no flying equipment; no removal equipment; telephone, water and rest rooms; first aid kits.

• Minimum Standards Discussed—Also discussed was establishment of minimum standards suggested although not adopted, were landing strip lengths of 1,800 ft. instead of 1,000 ft., glide angles of 15-1 rather than 20-1, and runway wind coverage of 80 percent, instead of 70 percent.

The NASAO delegation at the meeting, representing 15 states, was headed by the legislative committee, all state aviation commissioners, consisting of William L. Anderson, Pa.; Arthur Todd, Maine; Charles P. Gurnea, Ind.; I. Schneider, Minn.; David M. Gilman, W. Va.; Edward F. Knapp, VI.; Dexter C. Martin, S. C.; and Edward H. Fennema, Md. Assistant Secretary of Commerce for Air, William M. B. Burton headed the Government delegation which included CAA Administrator T. P. Wright, Charles B. Daugherty, George W. Hargrett, Richard E. Lowell, Fred Lantieri.

## Flyaway Service Established in Dayton

Establishment of a flyaway service for delivery of personal aircraft from manufacturers to dealers and distributors has been announced. The firm, American Flyaway Service, Inc., will be based at South Dayton Airport, Dayton, Ohio.

Members of the organization are two former military pilots, Leon W. Wilder, and Andrew S. Wagoner. They expect to employ discharged Army and Navy pilots who wish to continue flying in civilian life. Several aircraft distributors have indicated their interest in using the service and more than 20 plane deliveries already have been made.

• Will Be Insured—By taking into consideration hidden costs in flyaway service, they believe they can provide the service at a lower cost than any private distributor or dealer. They would offer full insurance coverage under an agreement with Aero Insurance Underwriters.

Rates start at 124 cents per mile for aircraft delivery at less than \$2,800. Rates for more expensive planes will be slightly higher.

• Hidden Costs Listed—Among hidden costs considered in arriving at

rates were weather delays, indirect routes, insurance coverage, pilot transportation, and delays at the factories and en route. The firm plans to station its pilots at the factories to speed deliveries.

Dayton was selected as the center for activities because of its location in respect to a majority of the larger private plane manufacturers.

• Full Costs Greater—The firm says a study indicates the flying time will be slower on new planes, because the new engine should not be operated at maximum cruising speed, and gasoline consumption is expected to be greater than normal. Also the oil consumption for a new engine is usually greater. These factors are not generally reflected in figuring flyaway costs, the firm says.

Operations of the new organization that has been confined to eastern, midwest and southern states but, they plan to expand the service to the entire country, as well as personal plane production warranties.

## Airline Pilots Blamed For Mid-Air Crash

A collision between an airliner and a two-place private plane near Salina, Mich., subject of a recent CAA accident investigation report is at least in private flight, say the insurers.

The investigation shows the accident probably was caused by lack of vigilance on the part of the airline pilots, pointing a warning that all pilots, even highly trained transport pilots, can occasionally go blind against each other.

• The board dismissed CAA complaints against the two airline pilots because the Administrator failed to file complaints within six months after the accident, or to show good reason for the delay.

• The board dismissed CAA complaints against the instructor pilot, holding that he was not negligent. The board said he was charged, except for the case which had been reported once, and which had been "generally recognized as unavoidable." (66,41) CAA requiring pilot to fly at even the theoretical level as nearly as existing conditions permit.

The collision took place Dec. 24, 1945, 4 1/2 miles northwest of Salina, Mich., between an American Airlines DC-3 piloted by Capt. Victor Robert Evans and First Officer J. Richard Lyons, and a Taylor-



**Airport Reopens Speedways** Layout of an airport being constructed on the grounds of the old Atlanta Speedway near Tyrone, Pa., shows how runways will intersect the old auto race track which will be used as a taxiway.

craft side-by-side trainer carrying instructor Donald Jay Grille and student Pilot Examiner Crumser, both of Yorkville, Mich.

No one was injured in the collision, although the instructor and student pilot were forced to parachute and then plane was wrecked.

• Overlooks from Road—The light-plane was overtaken from the rear and left by the airliner, at 2,800-ft. altitude, and had right-of-way over the faster plane. Attention of the DC-3 captain and first officer was diverted to engine trouble the cockpit at the time of the collision. Neither Capt. Evans nor co-pilot of the lightplane saw the other until the plane collided. First Officer Lyons saw the Taylorcraft just before impact.

The DC-3 left wing was damaged and Capt. Evans made an emergency landing with retracted landing gear, "exhibiting high proficiency" in the landing, CAA investigators reported.

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The field will have two runways—2,500-ft. north-south strip and a 2,500-ft. east-west strip—much interesting the townships built on the old race track.

• One Building Finished—A building to house administrative offices, picnic grounds and lounge already has been completed. A large number of T-houses, a swimming pool and a snack bar are projected. All are to be built of the yellow pine heartwood salvaged from the grandstand. Black reports the lumber is an excellent condition.

## Airport Being Built On Speedway Site

The airplane may never replace the auto, but near Tyrone, Pa., a unique privately-owned airport is taking the place of a once-famous auto speedway.

G. C. Black, auto dealer and Aeronautics distributor, reports work is now complete on a field he is building on the site of the old Atlanta Speedway. The track is being used as an oval taxiway around the field and the lumber from the grandstand is going into new airport structures.

• Two Runways Planned—The speedway track was a mile and a half long track, but here was converted to a side and an eight-mile track, built inside the old oval which was torn down. Black bought the property in 1942.

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## "TOW AWAY" DELIVERY:

This new glider, first off the production line at the Schweizer Aircraft Corp., Elmore, N. Y., was delivered recently to Jones Flying Service, Columbus, Ga. The single-place SUD 2-19 utility glider was piloted by Paul Under and landed in Columbus by an instructor plane piloted by Verne Hixell. The glider has 30-ft. 4-in. wingspan and weighs 200 lb. empty. It is provided completely assembled or in kit form for assembly by schools and clubs. This model has made cross-country flights up to 24 miles, attained altitudes of more than 5,800 ft. above takeoff point and remained aloft for more than five hours.

## Restrictive State Regulations Attacked at Northwest Air Parley

250 delegates to Aviation Planning Council meeting at Boise, Idaho, hear speakers assail unnecessary and conflicting measures instituted by both federal and local governments.

Unnecessary, restrictive state control of aviation in conflict with existing federal Civil Air Regulations was criticized sharply by delegates to the recent Northwest Aviation Planning Council, at Boise, Idaho, although the speakers also assailed federal regulatory interference on the rights of the states.

Dr. Harvey Carboon, Butte, Mont., president of the Montana Private Association, cited Connecticut aviation regulations as an "example to which state regulations could become ridiculous."

**Points Out Absurdities**—"If one lends a machine there, a motor and license must be obtained in order to navigate the state's waters. If the visit lasts more than 24 hours the pilot must have a medical examination from a state physician besides his regular CAA medical certificate."

Such actions, taken by state legislatures which have no familiarity with aviation, defeat the purpose of national legislation," he declared.

A total of 255 persons attended

the council from Oregon, Washington, Montana, Utah, Minnesota, Iowa, California, British Columbia and Idaho. Many came by air.

**Meet At Landing Fee**—The flying lesson at arrangement that private pilots would have to pay a charge of \$1.80 to land on the Boise municipal airport. Unanimous agreement held that such actions would drive pilots away from municipal airports.

In contrast to the attitude by Boise, air-minded Mayor Ed Fanning, of Idaho Falls, Idaho, stated to city does not make unreasonable demands on a pilot and promised that action is underway to provide local pilots with hangar space at the low price of \$65 yearly, an average of \$15 to \$20 is charged monthly in most northwest communities.

**Publicists Assailed**—Bob Johnson, well known "bush" pilot and head of Johnson Flying Service, Minotota, Mont., warned that politicians were trying to crowd into the aviation

## Idaho 'Revolt' Urged

A direct break between Idaho pilots and the State Aviation Association appeared possible in an address at the recent Northwest Aviation Planning when it was proposed that an Idaho Pilot's Association be formed to counter the Idaho Aviation Association.

Speakers for the revolt were pilots Lawrence Brebeck, Eugene, O. D. Langford, Portland, Ore., Alfred (Gack) Peck, Idaho Falls, and J. W. Vandenberg, Alburquerque.

**Complaint of "Bureaucracy"**—They and other flyers and operators objected to the "bureaucracy" of discussion on pending Idaho aviation legislation and complained that only one speaker, Glenn Hixon, Lewiston, was represented among officers and directors of the association. They also protested that W. P. Haggan, Lewiston city engineer who was re-elected president, had appointed a committee to meet the directors, and that the directors then elected the officers.

As the meeting ended, it was announced that the question and pilots be given a larger place in proceedings, and it still was understood whether this would be done or whether the association would split into two rival groups.

picture for self-aggrandizement and working against the interests of the pilots.

He said "Everybody has a finger in the pie, except the pilot. Anyone who wishes an aviation should have the privilege of running aviation, or at least a voice in policies laid down. But so it is, a lot of operators aren't able to get that voice because they are too busy."

**Repeal of State Laws Urged**—E. J. Rabala, of Washington, D. C., assistant CAA administrator for state relations, recommended repeal of Idaho state laws affecting aviation on the grounds that they were now antiquated, although Idaho was one of the first states to set up progressive aviation legislation.

Rabala said the small operator is hard hit by restrictions contrary to national regulations. "The small operator is trying to get a foothold," he explained, "and needs all the help possible. He should not be loaded with unnecessary work and expense. He cannot afford to meet added expenses of complying with two sets of regulations."

## New Luscombe One-Place Ship Flight Tested; Production Studied

65-hp. craft weighs 865 lbs., cruises at 122 mph, with top speed of 135 mph., uses many parts from company's two-place *Skyhawk*; has 25-ft. wing, 17-ft. fuselage

By ALEXANDER MCGURELY

A new low-wing one-place monoplane which Luscombe Airplane Corp. has flight tested successfully at Dallas, Tex., is believed by the manufacturer to be the fastest airplane now flying in its power class.

All-metal except for the fabric covering of the wing, the new 65-hp. Model 10 will cruise at 122 mph and has a top speed of more than 135 mph., giving it a cruising speed-power ratio of more than two mph. per horsepower.

**Uses "Skyhawk" Parts**—The one-place plane has been designed as a modification of the two-place plane already being used in Luscombe's production of the standard 65-hp. two-place high-wing *Skyhawk*. Mass production of the Model 10 would present only minor problems, if this is decided on, Leopold H. P. Klotz, president, points out, because the necessary machines, jigs, and materials already are in use, and many of the interchangeable parts already are available.

The 17-ft. fuselage is of all-metal stressed-skin monocoque construction with few bulkheads, and the 25-foot wing is full-cantilever, of metal construction, fabric-covered, with metal-covered control surfaces.

**Build In Six Months**—Alvin Kessler, Luscombe engineer, designed and supervised the construction of the Model 10 from drawing to finished plane in less than six months. Its high performance is attributed to its clean aerodynamic design, which includes a bubble-type plastic canopy, wing-root fillets to smooth out the airflow over the wing, and fitting of the fixed conventional landing gear to cut down drag.

Fully loaded, the Model 10 weighs 865 lbs. At cruising speed, fuel consumption is only four gallons an hour, giving an average average of 30 1/2 miles to the gallon.

**Market Considered Doubtful**—President Klotz is now making a study to determine whether public demand for this type of plane warrants putting it into quantity production.

Plane manufacturers generally

have been hesitant about producing a one-place personal plane because of the belief that the average pilot buyer prefers seats for at least one passenger. Proponents of the one-place plane argue, on the other hand, that its economy and better performance offer advantages in the solitary cross-country pilot which might outweigh the value of companionship in some cases.

**Is Fourth of Type**—Whether the Model 10 is put into mass production or not, it takes its place with the Lockheed Little Dipper, the Piper Skyhawk and the Kessen City-built Skykaper as another experimental airplane into the one-place field.

Some of these other one-place planes were built to test out theories of control, etc. with no intention of ever building a production version in the one-place size. But if Luscombe is testing any new theories with the Model 10, the company has given no indication of it.

## Envelope On Skis

Fred Wesch, vice-president of Engineering & Research Corp., Riverside, Md., and designer of the Envelope, has completed landing and takeoff tests with the first low-wing, landing gear Envelope, at St. Cloud, Minn. (photo on Page 2)

Spent arrangements on the new machine is complete on the ground, just like the Envelope now built. The installation uses three standard Federal Model A-1240 dies. Envelope owners may purchase them from the Federal Aircraft Works, Minneapolis, and have them installed locally with CAA inspection.

## North American Names Built To Personal Aircraft Council

North American Aviation, Inc., last week designated E. L. Burks, as its representative on the Personal Aircraft Council of the Aircraft Industries Association.

The action is the first open indication by the Indianapolis, Calif., company of its intention to make the personal plane market, although it has been known for some time that North American was producing an experimental four-place low-wing plane for this field. Burks is assistant to President E. L. (Dutch) Keadlerberger.



## \$25 AN HOUR

Worship purchased three Vultee BT-12 surplus trainers from War Assets Corp., Thompson's Flying Service, Salt Lake City, Utah, is planning to buy two or three more in the near future for rental to pilots desiring instrument flight practice. Carl Helberg, manager of the service and president of Utah Fixed Base Operators' Association, expects to set a \$25 an hour rental fee on the planes, which have 450 hp Pratt & Whitney engines. Phone stores Helberg on the wing of one of the planes, with Ed Mag, former Army test pilot, who is tuning the planes for certification, in the cockpit.

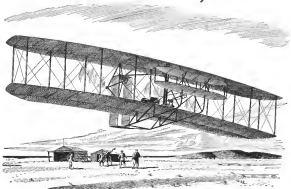


## PRIVATE PLANE CARRIES POLO TEAM

The "Mara Fliers" polo team recently flew over to Havana, Cuba, from Miami, Fla., for the first international polo matches since Pearl Harbor, using a privately owned two-engine Cessna for their transportation. Above, H. S. Evans, owner of the plane, left, and other members of the team board the plane.



# KITTY HAWK, 1903



## Answers that Orville and Wilbur Wright sought men of Northrop are finding today

The Wrights went about it differently. Where most had sought to solve the problems of power and stability in air, Orville and Wilbur Wright tackled them separately.

First, they experimented with gliders. Then with model planes as wind tunnels, then with poppers. Then, ready for power, they developed a lightweight gasoline engine at 12 h.p. The result is aviation history.

From these first faltering flights, men too good to ask for better solutions to the flight problem. It never was enough for man to fly—the dream

was that he fly with comfort, safety and speed. And toward this end the two-flight research and development branch of the aviation industry have been constantly treading.

At Northrop, a variety of answers with positive applications were found through working research. Each clung to Helmer, adding that promotion light, sleeker aircraft of response.

The search continues on. Constantly men of Northrop are making new findings, developing them into better flight for man. Northrop Aircraft Inc., Northrop Field, Hawthorne, California.



# NORTHROP

Creators and Builders of the **Black Widow** F-61 Night Fighter and the **Flying Wing**

## PRODUCTION

### New Research Foundation Bill Introduced in Senate By Willis

New measure, proposing board with broad general powers, further complicates efforts to set up national program; makes no reference to problem of patents.

Efforts to establish a Federally-financed national research program have been further complicated by the introduction of a bill by Sen. Raymond E. Willis, (Rep., Ind.) to set up a "National Science Foundation."

Although the name of the organization proposed by Willis is the same as that envisioned in S. 1720 (ANIMATOR NEWS, Feb. 4), there is a wide difference in approach.

- Leaves Scope Undefined—Rather than charting detailed fields of endeavor for the organization, and prescribing exactly what it can and cannot do, Willis bill (S. 1777):

- Creates the foundation of 50 "distinguished men and women" in all fields of science and education, who would be recommended to the President by the National Academy of Science, and who would serve without pay.

- Provides that the foundation "shall examine into and report to Congress annually upon the monetary needs

of American institutions devoted to higher education and the pursuit of knowledge in regard to research and training in all departments of science as well as aid by means of scholarships and fellowships in these departments, and disburse such funds as Congress may provide."

- Refers to End By—Willis introduced his measure, he explained, because there has been a long delay in action on the original bill. His device is to eliminate controversial subjects in research legislation, but will enable Congress to establish a measure building research.

While the Willis bill simplifies the efforts down to a point, where perhaps too much discretionary authority is vested in the foundation, significantly, it contains no reference to ownership of patents, which is a major part of S. 1720 and the main point of industry's objection.

### First Post-War Foreign Delivery of DC-4

Douglas Aircraft now is engaged almost entirely in the production of transport and cargo DC-4s for foreign and domestic airlines and has just made its first post-war delivery to a foreign customer, a four-engine DC-4 for Australian National Airways.

Violet E. Bertoldas, vice-president in charge of foreign sales, said the delivery was the first of 60 new Douglas transports going to airlines of 15 different nations. Their dollar volume totals \$22,114,000.

- French Order 18—Largest order goes to the French Provisional Government for 15 DC-4s and four DC-3s. The transports will be used on the 74,000 miles of airways flown by Air France throughout Europe and the French Colonial Empire.

Second largest order goes to Australian National Airways for four DC-4s. The order was signed between Douglas and ANLA, the Swedish airline, for six DC-4s. ANLA, in cooperation with the Danish airline, plans DC-4 service between Stockholm, Copenhagen, New York, London and Paris. DGL purchased two DC-4s. Qantas Limited, Qantas DC-4 purchases were SABENA, Belgium, four; KLM, Dutch, four; Iberia, Spain, three; South African Government, three; Norwegian Air Transport, two.

Contracts for DC-4s in addition to the French have been signed with SABENA, three; KLM, four; two; DGL, Denmark, three; KLM, one; Air Lanka, Ireland, two; KLM, Netherlands East Indies, one and SWISSAIR, two.

## Martin Expansion

Construction of a \$1,000,000 plant to manufacture Mersmet, an elastic plastic material, is planned by Glenn L. Martin Co. The factory, operated by Mersmet plastics and chemical division, is expected to be in production next fall and ultimately will have an annual capacity of approximately 1,000,000 lbs. Mersmet is expected to have many industrial uses, as a replacement for rubber, fibers and the like.

### Eclipse-Pioneer Staff Is Consolidated

The sales and service staff of Eclipse-Pioneer division of Bendix Aviation has been reorganized and the activities of Eclipse Accessories and Pioneer Instruments consolidated.

Ray H. Isaacs, director of sales and service for the division, announced that George A. Leachman, now in sales management for both Eclipse and Pioneer products instead of for Pioneer and that R. P. Luce had been appointed assistant sales manager for the division with Charles A. Wolf in charge of sales engineering.

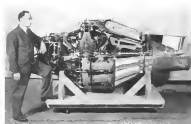
- Service Structure Also Changed—A similar change in the service structure became effective at the same time. Don S. Tilden, service manager, now heads the consolidated service department, with John J. McKenna as supervisor of field service and Harold Park as supervisor of factory service. Donald M. McGrath has become assistant to the director of sales and service.

Frederick G. Muller, director of public relations and advertising, has taken on the added assignment of advertising for the division, replacing John E. Masako, formerly Eclipse advertising manager and Robert F. Lane, formerly Pioneer advertising manager.

### Heiler Succeeds Beshers

C. H. Heiler, chief of the general equipment branch of Civilian Production Administration, has been appointed director of the equipment division, succeeding Hugh M. Beshers. This division issues any or various problems of the aircraft industry, having inherited that function from the old aviation division at WPA.





### SHOOTING STAR POWER PLANT

Customary model of a super G-E jet engine of the 1-40 type which powered the Lockheed P-80 on its record-breaking coast-to-coast flight of 4 hr and 13 min. Behind the engine is R. G. Standen, General Electric engineer, under whose direction it was designed and developed.

the move not only was designed to increase the Association's effectiveness in the important field of industrial planning but also would effect operating economies in line with Association policy.

**Asst. Mill Committee**—While the new service will be especially concerned with establishing a planning counterpart to the recently expanded industrial planning activities of the Army and Navy, it will continue to serve the Tax, Transportation, Shipping, Accounting and Procurement Legislation Committee, composed of executives of Association member companies. The new service will work closely with similar planning groups in the Air Technical Service Command and the Navy Bureau of Aeronautics.

### Menasco to Produce Jet Engine Series

This spring Menasco Manufacturing Co., of Burbank, Calif., will disclose data on a series of gas turbine engines for use in every field of propulsion.

The company plans production of engines having a power range suitable for big transports, personal aircraft, motorcycles and trucks, and marine use.

**New On "Secret" List**—Foreign announcement that Menasco has worked with Lockheed Aircraft Corp. for more than two years in manufacturing an advanced jet en-

gine was made possible this week when the Army removed the project from its "secret" classification.

Messages acquired from Lockheed last October manufacturing rights in this engine and others, and look over Lockheed's gas turbine engineering group, headed by Nathan C. Price.

**Form Issues Statement**—Commenting with assurance of its annual report, Menasco issued a brief statement that its turbine program contemplates a series of engines ranging from the 100 and 400 hp class up to the largest aircraft power plants.

The company's report, as of last June 30, shows net assets of \$1,953,430 and a net profit of \$343,354 equivalent to 37 cents per share.

**Disclosures Are Interrelated**—Menasco's close affiliation with Lockheed indicates that the latter company will be a prime customer of the engine company's future aircraft power plants. The Menasco directorate is made up of Robert E. Gross and Cyril Chappellier, president and vice-president of Lockheed, John G. Lee and Robert M. Bidler, president and executive vice-president of Menasco, Whittier C. Collins, president of Radcoplane Co., for which Menasco produces small two-cycle gas engines powering Radcoplane's radio-controlled target aircraft, and William J. Leahy, of the San Francisco public relations firm Lee & Leahy.

Until its turbine production program is defined clearly, Menasco's

post-war production will be concentrated on manufacture of aircraft landing gear assemblies, hydraulic jacks, a portable electric welding machine, and the Radcoplane engine.

### Lines Urged To Aid In Mapping Designs

Although aerodynamic and structural design problems primarily are those of the manufacturer, the aircraft operator has an increasing duty to help in solution of plane design questions involving maintenance and passenger, cargo and crew accommodations.

The air carrier's growing responsibility in this regard was discussed by Wilfred W. Davies, superintendent of United Air Lines' aircraft planning division, in a recent talk before the Society of Naval Architects and Marine Engineers at Washington.

**Successful Approach**—Explaining that no basic fundamental's have been set up to put far airline plane design, he suggested a five-step routine approach by the carriers to matters of passenger cabin arrangement, cargo plane equipment, and cockpit design. It is:

1. Study existing solutions of these problems by air and surface carriers.

2. Do sufficient design and layout work to determine solutions approximately most practical.

3. Construct working wooden and actual final material mockups based on these layouts.

4. Use the mockups to simulate actual operation.

5. Prepare suitable specifications as a result of these steps for aircraft manufacturers.

To illustrate lack of basic fundamentals, Davies said that when seven individuals familiar with operating problems were asked recently for opinions on the most desirable door size, 10 different answers were received.

### British Aircraft Group Names Second "Ambassador"

The Society of British Aircraft Constructors has appointed a second "trade ambassador" to further the interests of the British aircraft industry abroad. He is Col. E. P. J. Evans, whose territory will be the Middle East and Greece.

Previously, SIAAC named W. T. W. Ballantyne as its representative in Latin America, with headquarters in Rio de Janeiro.



Part of the true superfortress—the four docked 29s in a position for Boring Superfortress.

### Don't look now!

The Boring Superfortress hasn't been detected by any radar yet. But you don't know. The dock, double-decked planes—big bottom of the Boring B's and bottom of the round building Army G-57s—see one being built in Boring plant.

To every one who looks forward to a new era in aircraft, the Superfortress offers:

**NEW SPEED**—increasing at 440 miles per hour, coast to coast between lunch and dinner across the Atlantic is daylight or overnight.

**NEW COMFORT**—quietest interior, with luxurious chairs or berths and plenty of room to move about, stretch, even fight, unconfined, sound-proofed cabins, comfortable, pleasant pressure in all altitudes.

**NEW ECONOMY**—reduced fares, yet more profitable operation for airlines, made possible by unprecedented low operating costs.

**NEW CONVENIENCES**—a unique breakfast lounge, reached by stairway from main cabin, attractive powder rooms and lavatories, music, fully equipped galley for tiny meals aloft.

The Superfortress combines outstanding aerobics and structural advances not found in any other transport airplane. The Boring "117" wing is just one example. Designed for the B-29 Superfortress, it made possible the speed, range and carrying capacity that were such vital factors in winning the war. The advantages it gives the Superfortress are equally outstanding.



The Superfortress combines the speed and flight characteristics of the famous Boring B-29 Superfortress.

The Boring Superfortress brings to commercial flight the same skill and experience

in research, design, engineering and manufacture that gave America the B-29 Superfortress,

the B-17 Flying Fortress and other great four-engine aircraft. "Built by Boeing," it's built to last.

# BOEING

## PERSONNEL

### C & S Elects Williams Executive Vice-President

Harvey L. Williams (photo) has been named executive vice-president of Chicago & Southern Air Lines Inc. A flight instructor in World War I, he was made president of Air Transport Co. in 1937 and participated in the organization of the Aviation Corp. and of American Airways, Inc. He served as president and director of the company which operated the original Chicago-Kansas mail run, a route now operated by Eastern Air Lines. In 1939 he served as a governor of the Association of American Airlines.

Williams, a former chairman of the Connecticut Aeronautical Development Commission, in 1946 was selected to organize the Civil Aeronautics Board, the first chairman of the New England Aviation Conference.

George C. Treacy, president of McGraw-Hill Publishing Co. of California, has been appointed chairman of the 1948 aviation committee of the San Francisco Chamber of Commerce. He also was named as chairman of Commerce number on the San Francisco Bay Area Aviation Committee. Administration of the San Francisco Chamber's program will be directed by Kenneth B. MacFarland, aviation district manager and secretary to the aviation committee.

H. E. Kehey has been appointed managing engineer of the General Electric Co.'s new aircraft gas turbine engines at Lynn, Mass. Kelley has been with General Electric since 1930. PCA has appointed Capt. J. T. Kisher (photo) as system design pilot. His new assignment as chief pilot for the entire system in the Eastern region is in South.

Harry L. Smith, the airline also has announced a new district manager with James B. Henry in connection with the purchase and director of technical development. Rose Reginald, district manager, has been named to the new position. Howard Kennedy is regional sales director in Washington. Lee Earl Riker, vice president of Western Air Lines, is in New York. George N. Dietrich, III, western regional director

at Detroit and William J. Day in director of liaison with state and federal agencies concerned with aviation. Roy will be in Washington.

David Air Lines announces that Gilbert E. Leisenholder has returned from the Navy to become director of industrial sales at Los Angeles. Roy Meyer has been promoted by the Navy and is now in charge of sales in the sports events department. Airline Air Force, Southwest Pacific director, has returned from the ATC to resume his position, and Max Marzani, publicity director during his tenure has been appointed southwest promotion director.

Ralph C. Phillips, Jr., president of Airways Engineering, Connecticut, Inc., Washington, has become a member of the board of directors of the Airports Division of the American Road Building Association.

Carroll H. Blocher (left) has been elected controller of United Air Lines. Blocher department and Carlin Blocher (center) has been elected director of property. Blocher formerly was auditor of the airline and no successor has been named. Blocher began



his career with National Air Transport in 1935 and has been with United for 24 years. Charles F. Goodrich (right) has been appointed project editor responsible for the program of new aircraft equipment on order for United. Goodrich has been serving as assistant to the operations vice-president.

William F. Boudier has been named assistant sales manager of Hamilton Standard Propellers division, United Aircraft Corp. He has been a member of the division's sales department since 1935. Formerly Boudier was with Singer Sewing Machine.

Carl Rosenfeld has been named to direct a broad engineering program for Northwest Airlines with the title of manager of engineering. He formerly was head of communications, representing W. D. Rosenfeld, who entered military service. Rosenfeld has been assigned to his former position.

Howard H. Adams (photo), former lieutenant colonel in charge of public relations for the Air Technical Service Command's western region, has been appointed western regional traffic manager for Transcontinental & Western Air, Inc.



Previously, he operated his own travel agency in Hollywood. He succeeds Art Stewart, who recently was appointed vice-president of Panhandle Airlines, in which TWA has a substantial interest.

John Sullivan (photo), who served recently as the Army Air Forces has returned to Braniff Airways to assume the newly created position of division supervisor of stations in the Southeast region.



The Northeast region will be supervised by Frank T. Sant, Sullivan, who joined Braniff in 1938, was assistant to the superintendent of operations when he joined AAF.

Peter S. Jensen, who resumed last year as director of manufacturing for the Cactus Wright Corp.'s airplane divisions, has joined Eastern Air Transport, Inc. as vice-president in charge of operations. He recently was elected president of the Aero Club of Baltimore.



Ray Wise has been named assistant to the manager of Flightings Division of Kansas, Chicago and Western Air Lines with the Naval Aircraft Factory and was with McGraw-Hill Publishing Co.

Howard M. Morgan, formerly director of engineering for TWA, has joined the engineering staff of Bendix division of Bendix Aviation Corp. in Baltimore.



Alvin B. Corder (photo), chief flight test engineer for Douglas Aircraft, has been appointed assistant director of flight operations for the company. He has been flight testing experimental airplanes with the Douglas company since 1940.



Doyle, Jr., in director of flight operations for the company.

## SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

### Ozark Airlines, Statistics Prepared, Awaits CAB Action On Application

Suspends operation of temporary intrastate service after determining it can show profit in interstate flight without depending on air mail subsidy.

Ozark Airlines, which has been operating intrastate in Missouri since Jan. 1943, to obtain data on potential passengers in part of the area which it wishes to serve, has suspended its operation pending action of the Civil Aeronautics Board on its application for a 3,000-mile interstate system from Tulsa, Okla., to Montgomery, Ala.

Headed by a former bus line operator, Leslie Harrison, president and principal stockholder, the line handled more than 1,700 passengers during the test operation and proved that it can operate profitably without consideration to carry mail, he says.

**Filed Application in 1943**—Ozark filed its application with the Civil Aeronautics Board in September, 1943, asking authority to transport passengers, property and mail over routes from St. Louis to Tulsa, through Springfield, Okla., and Kansas City to Montgomery, Ala., through Springfield and Memphis. Later the application was amended to include three additional routes in Missouri, its small cities on the Kansas City-Montgomery route and three small cities on the St. Louis-Tulsa route.

The total route mileage for Ozark proposed system is 1,216 miles. A total population of 6,573,000 would be served. The average distance between stops is 400 miles. Two round trips would be operated daily most of the year.

**Carl J. J. J.**—Braniff had induced J. J. "Doc" Carl of Tulsa, Okla., a former member of the Alabama Aeronautics Commission to become a stockholder, director and general manager of Ozark.

Routes were chosen for the test intrastate operation in January, 1943. Ozark began operating two flights daily out of Springfield, Missouri, serving Springfield, St. Louis, Kansas City, Tulsa, Kansas City and Tulsa. Py-

passenger Statens left Springfield at 9 a.m. daily for St. Louis and Kansas City. They serve the trans-Atlantic route. Springfield - St. Louis-Kansas City-Springfield in opposite directions and returned to Springfield each afternoon.

**Passenger Rides Steadily**—Beginning with 62 passengers in January passenger steadily increased until March when 153 passengers were carried. The Statens were replaced with single engine Beechcrafts which had a cruising speed of about 180 mph. compared to 125 mph for the Statens. This change reduced Ozark's flying time on the Springfield-St. Louis run from 3 hours to 10 minutes giving a greater time saving advantage over surface transportation and permitting an extra round trip daily from Springfield to Kansas City.

Passenger revenue to increase each month and in August a total of 394 passengers were carried. Total passenger revenue for August was \$16,614.

**Switched to Coasmo**—Ozark later switched to Coasmo aircraft for its Springfield-Kansas City route.

**Switched to Coasmo**—Ozark later

**Airborne Wet Wash**  
Aerial laundry pickup service, believed to be the first in the United States, was inaugurated last week between Tulsa, Okla., and the Missouri border city of Nagles, 80 miles away, by the Tyson Laundry Co.

Leaving a plane from Tulsa Airport, the company began twice-a-week service between the two cities, a route formerly served by truck. The plane, a Cessna, is being flown by William Sparks and Thomas Hines, former Navy pilots, and Allen Thomas, former Army pilot.

Between 500 and 600 lbs. of wash will be handled on each bi-weekly trip.

switched to twin-engine Coasmo. Operations were confined to daylight carrier flight, though all of its ships were equipped for instrument flight and all of its pilots held instrument ratings.

A new method of handling reservations eliminated the major portion of telephone expense incident to the usual reservation plan. A reservation slip was carried by the pilot on his next flight to the point where the space was wanted. If space was available, the central office confirmed the request which was referred to the point of origin on the next flight to that point from the request.

**Mary Louisa Leonard**—Ozark learned from its operations that the public is interested more in service on short trips than it is in luxury or unusual comfort, that it prefers to make reservations "on the spot" or at a "drop" in advance, that the average businessman is not able to plan very far in advance on short business trips, and that flexibility of schedule and operations are necessary to obtain the maximum service from each airplane.

Maintenance of second-hand airplanes in an era of shortages of parts and materials presented a problem of large proportions. Every airplane used by Ozark was torn down and completely rebuilt before being put into service. The overhaul and rebuilding work was done by Dixie Air, Inc., Tulsa, Okla. Hamilton and Carl were consulting interest in Dixie Air, Inc.

**Completely Equipped**—Dixie Air is completely equipped with shops, hangars, barracks, classrooms, mess hall and other facilities for maintenance, repair and overhaul of aircraft, and for the training of personnel and flight crews for commercial operations. Located near the southern terminal of the Kansas City-Montgomery feeder route, Dixie will provide an excellent maintenance and repair base for Ozark.

A contract between Dixie and Ozark gives Ozark first call on all equipment, facilities and personnel for the maintenance, overhaul and repair of commercial equipment.

Ozark's other maintenance base will be located at Springfield.

**Station Organization**—As a result of experience at Columbia, Chicago, Warrsburg and Tulsa, Ozark has determined to use full time paid station agents who will also assist in providing the necessary ground service. At the larger

terminals ground service personnel also will be provided.

No kitchen service will be provided. The pilot will collect the tickets, the co-pilot will supervise and assist in loading baggage and express and the station manager will provide the "all clear" signal when the pilot and co-pilot are aboard.

**Schedule Plans**—Schedules proposed at the Mississippi Valley blossing called for two round-trips daily on each route, but it is believed that at least three round-trips will be required on the Kansas City-Memphis feeder route. An extra plane would be based at Memphis to give early morning service out of Memphis to Springfield and provide late afternoon return to Memphis.

Cock will use eight-passenger Beechcraft 18-50 airplanes for the feeder system. This equipment was chosen because of greater flexibility in scheduling. The plane has a high cruising speed (375 m.p.h.) which is absolutely essential in local operations. It requires a very short landing and takeoff run; it will operate satisfactorily out of air fields, the low-mile operating cost is low and the serviceability has been adequately tested.

**Financing Plans**—Cock has obtained \$1,250,000 for its operations at the Civil Aeronautics Board grants as application. Though it estimates that \$750,000 will be adequate as "additional" \$494,999 of authorized capital has been provided it is needed.

Cock is confident that coverage of passengers and cargo will pay and that no mail subsidy will be required.

## National Skyways Lists New Contracts

An increased number of shipments have been contracted for February by National Skyway Freight Corp., the company reports, and on Feb. 1 Midwest offices were opened in Chicago at 14 East Jackson Boulevard, with maintenance base at Chicago Municipal Airport. A program statement says:

"Under contract extending East and Midwest air routes including 32,000 lbs. of goods each week in February and March from Ft. Myers, Fla., to Los Angeles; 32,000 lbs. of pipe box cases and rebarcases from Agrop Corp., at Kansas City, to major cities, including San Francisco, San Diego

## Robinson Record

Despite winter weather, Robinson Airplane, innovative carrier operating out of Illinois, N. Y., broke all its previous traffic records last month with 648 passengers carried and 648 applications for seats.

This included 304 passengers carried on the Illinois-New York service, and 32 of the new Illinois-Tulsa service started Jan. 10. Duggan previous month was November when 129 passengers were carried, with 304 applications for seats.

Since the late-state line began operations last April it has carried 1,395 passengers, with 2,868 applications.

and Los Angeles, emergency ship repair equipment. From Newark, Philadelphia, Chicago and St. Louis to Kaiser Plant No. 3 at Oakland, and increased flights carrying manufactured goods from New York to west coast department stores.

**Order Contracts** The Flying Tiger line also reports a daily flight at low cost, on a six-month contract, carrying frozen fish and sea food between Mexico and Los Angeles, and a destination of a three-plane weekly schedule (34,499 lbs.) of fresh flowers shipped by California Flower Shippers to Dallas, Chicago and New York.

## New Maryland Line Gets Old Franchise

Maryland Public Service Commission has approved the corporate franchise of Chesapeake Airways, Inc., has authorized the new airline to serve 18,000 shares of stock at \$18 per share, and has granted it permission to take over the interstate air franchise originally granted to Red Star Motor Coaches, Inc. Chesapeake will be given permits to operate from Baltimore to Boston and Salisbury, Md., so proof that the planes are airworthy, its pilots properly rated and that the airports it is to use are equipped for commercial operations.

**Deadline Set**—The franchise to serve Boston and Salisbury must be executed by April 1, and the proposed Owen City service must start as soon as a suitable airport is provided there.

The transfer of Red Star's franchise to Chesapeake was historically directed by Columbia Air-

lines, Inc., and by Pan-Maryland Airways, both of whom applied to have their interstate franchises extended to include Salisbury, Boston and Owen City. Their applications were denied.

## Arizona Firm Proposes To Carry Fishing Parties

Mercury Flying Service, Phoenix, has filed application with the Arizona Corporation Commission to operate amphibious service from Phoenix to San Ildefonso in that section and to Rocky Point on the Coast of Mexico for fishing parties. The application is the first of its kind received by the commission.

The company, organized by former instructors and mechanics of Falcon Field, lead-leads Royal Air Force training field 20 miles west of Phoenix which closed in December, has announced its disapproval as an agent for Commonwealth Aircraft Corp. and proposes to use Commonwealth's small amphibians in the proposed service.

## Former ATC Pilots Set Up Aviation Consulting Firm

A corporation called Aviation Consultants and designed to offer various types of aviation service has been formed at the Reading, Pa., municipal airport.

Three former Air Transport Corporation pilots who head the new group formerly owned the Reading Aviation Service which it absorbed. The earliest firm operated at Reading Airport about two years before and during the war.

**Four Other Pilots in Force**—The former ATC pilots are: Alfred M. Berollet, president, Brooks L. McElroy, vice-president, and R. Hurdington, secretary. Four private pilots are associated with them.

## Rhode Island Asks Service

The General Assembly of Rhode Island, by recent legislation, has asked members of Congress from that state to "use their influence on every way with the Civil Aeronautics Board in order that adequate and competitive air transportation may be guaranteed to the State of Rhode Island and to the city of Providence." Only Rhode Island only now on a CAB-certified air route, Providence is served on American Airlines' AM 10 as intermediate stop between Boston and New York.

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## ELECTRICAL INSULATION MATERIAL

## Convair Retirement of Preferred Highlights Trend in Industry

Need for substantial funds at end, capital structures are being trimmed and being aligned with current and anticipated business

The announced retirement of Consolidated Vultee's preferred stock on March 1, 1948, highlights the aircraft industry's desire to place its financial house in order. The need for substantial funds at an end, capital structures are being trimmed and brought closer to levels capable of being supported by the business volume presently available and in sight.

When first issued, aircraft preferred stocks served a definite purpose in supplying needed capital for an expanding industry. Frequently, it was difficult and costly to obtain added funds through further common stock financing or loans. Preferred shares, favored by owners and other investors, were popular and received a ready public acceptance. The use history of aircraft preferreds show that the purchasers of this type of security profited handsomely.

**Convair Issue's History**—The present Consolidated Vultee \$125 cumulative convertible preferred was issued in March, 1946, in exchange for the old Vultee Aircraft Co. preferred, share for share, under plan of merger with the old Consolidated Aircraft Corp. In that year, the stock sold as low as \$17.50 per share and 216,718 shares were outstanding.

The preferred is convertible into common on the basis of 1 1/4 shares of common for each share of preferred. With the common selling around \$12 for the preferred, it is obviously to the benefit of the preferred shareholders to convert rather than have the shares retired at the call price of \$37.50 (plus accrued dividend of 33 1/4%). The conversion right expires Feb. 28.

**United Retirement Seen**—Another security preferred which may be retired in the near future is that issued by the United Aircraft Corp.

In order to provide additional corporate funds, this company sold 285,896 shares of a 3 percent cumulative convertible preferred at \$100

per share in January 1942. More than \$26,500,000 was thus raised. It was generally understood as investment circles that the company sold this issue to broaden its capital base for its purposes and fully intended to retire the stock at its first. While convertible into common on the basis of one common share for each \$60 per value preferred, this value has thus far proved adequate.

**Has Been Forward**—Nevertheless the preferred has considerably enjoyed a high investment flavor due to the assurance of the \$5 annual dividend return per share. Currently selling around \$125 per share, the stock is callable at \$150 up to January 1, 1952. This ordinarily would indicate there is no immediate assurance of the issue being retired. Nevertheless, the company could call the entire issue with little embarrassment in its financial condition.

Probably the most involved aircraft preferred belongs to Curtiss-Wright Corp. This company has a Class "A" convertible capital stock which may be classified as a preference issue. Purchased at \$1,548,104 shares of the "A" generally outstanding. This is followed by 2,432,023 shares of the common. The "A" has preference to non-cumulative annual dividends of \$2.

**"A" Has No Complaints**—In past years this provision has led to the contention advanced by the "A" holders, that dividends were withheld in order to favor the common stock. After the \$2 dividend per share on the "A," the common may receive a like amount and all further dividends are to be shared equally. It is obvious that tremendous earnings must be generated if greater payments than \$2 per share are to be paid on the "A."

Should the company be liquidated, both classes of stock share equally. The "A" stock is callable at \$40 per share plus accrued dividends. However, at present price levels such action would bring serious protests from the common

shareholders. It has been known, however, that the company has long considered some simplification of its capital structure. To existing setup would complicate any merger with another firm. Should the much rumored consolidation with Lockheed take place it is probable the exchange of securities could be very disadvantageous.

**Featherbed**—A recently issued preferred belongs to Fairchild Engine & Aircraft Corp. In May, 1945, the company sold 99,990 shares of a \$250 cumulative convertible preferred at \$50 per share in the public. This stock currently is selling around \$85 per share. The purpose of the issue was to retire bank loans. Considerable attraction is found in the conversion rate of 53.57 to 1 per common share. With the common selling close to \$6 the value of the conversion privilege is self-evident.

Under present circumstances, it is likely that the company may force conversion of its preferred by an official call at \$12.50 per share anytime prior to April 30, 1948, and at \$51.25 thereafter.

**Thompson**—Another quality aircraft preferred is present in the form of common equity issued by Thompson Products, Inc. in May, 1945. This 4 percent cumulative preferred is outstanding to the extent of 63,880 shares. Of the total, 45,000 shares were issued to retire a previously outstanding issue of 5 percent preferred. The percentage 15,000 shares were sold at \$107.50 per share. The present market is around \$112.

While there is no conversion feature present, dividends are mandatorily paid. Further, a strong sinking fund ensures the early retirement of the issue, 10 percent of net earnings are to be applied towards this purpose.

**Piper**—A small preferred stock issue was marketed by Piper Aircraft Corp. in March, 1935. At that time, 21,508 shares of \$60 cumulative convertible preferred were offered at \$10 per share. An attractive conversion feature was present. Allowing for the stock pile-up of the common in a few years for one basis in 1944, the preferred is now convertible into 34 shares of common for each share of preferred.

With the common now selling around \$11 per share, the market value of the preferred is self-evident. Extensive exchanges into the common have already taken place and at last reports there were only about 5,000 shares of preferred outstanding. These remaining shares have now been called at \$12 per share on Feb. 25, 1946.



**Making an aviation pipe dream** has become a reality because of the increasing power and efficiency of aircraft engines. Helping to make this possible has been the tremendous progress in aviation gasoline. Oil refiners appreciate the worth of Ethyl antiknock fluid in helping them make aviation fuel that permits modern engine performance.

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# THE FAILURE OF "FACT-FINDING"

**T**HE PRESIDENT has asked Congress to grant him authority to appoint fact-finding boards to deal with nationally important labor disputes. Most men would like to see some reasonable and objective solution of the industrial strife that now is deepening recession. Unfortunately, the record of the "fact-finding" procedure indicates that any claim of impartiality for this process is a gross overstatement.

The Administration bill would authorize the President to appoint such boards in cases referred to him by the Secretary of Labor. Each board would report to the President "its findings of fact and such recommendations concerning the dispute as the board deems appropriate." Its findings and staff would be provided by the Secretary of Labor. The bill provides for an interval of not more than 30 days known as a waiting or "cooling off" period during which it would be "advisable" (though no penalties are specified) for anyone to promote or encourage work stoppages.

Because the Administration did not wait for Congressional action upon its proposal, but appointed a number of fact-finding bodies to deal with current emergency cases, we have been afforded at least a partial preview of how the procedure may be expected to work out of long establishing it was passed.

If the reports handed down by the fact-finding panels in the General Motors and oil disputes may be regarded as representative, it can be stated conclusively that Government-appointed "fact-finding" boards will concern themselves to only a remote degree with the establishment of facts. A far greater share of their effort will be concerned with the operation of the most fantastic fiction output and production efficiency and appealing the "ability to pay" of the companies involved. But the predominant emphasis will be placed upon finding recommendations for settling the disputes in line with assumed Government wage-price policy.

In short, the procedure exemplified will be one of registering with the public a government opinion as to how far wages may be raised in the cases at issue without making price controls. But the General Motors and the Oil Panels stated, in quite explicit terms, that this was their conception of the job assigned them.

## "Fact-Finding" in Auto and Oil Disputes

As the General Motors Panel phrased it, "This board subscribes to and has been guided by, the national wage-price policy"—which it summarizes as an effort for wage increases to maintain take-home pay at wartime levels, to the degree possible without inflationary price rises.

The Oil Panel was even more forthright in the statement of what it was supposed to do. "In the judgment of the panel," it declared, "the earnings of the workers must be as high as is consistent with both the man-

tenance of the stability of the price structure and the provision for reasonable returns to the owners of industry." In other words, prices and the return to investors are to remain fixed, with leave granted to an ever-increasing return up to the limit of what the traffic will bear.

Having thus outlined their respective conceptions of the job, each panel proceeded to carry out its mission. The Automobile Panel recommended that General Motors increase its basic hourly wage rates by 50% cents, which amounts to about a 11% per cent increase on the company's average hourly wage of \$1.33. The Oil Panel recommended an 18 per cent increase in basic hourly wage rates, an additional 21 cents in the average wage rate of \$1.90.

The General Motors recommendation was based almost exclusively upon the Panel's calculation that a 13% cent raise would keep weekly take-home pay equal to that earned in 1944 when the work-week averaged 43.6 hours. The calculation, based on an estimate of what an effective work-week was likely to be in 1946.

The Oil Panel's recommendation appears to have been based on a more complex but as naive calculation accounting. After calculating that the maintenance of July 1945 take-home pay after 40-hour shifts were restored would require a 22 per cent increase in straight-time hourly wages, it recommended that an 18 per cent increase be made. It accounted for 9% per cent of this by noting that this was needed to cover cost-of-living rises, and explained that the rest was justified by a combination of factors including loss of government intervention pay, loss of productivity, and retirements already negotiated. Since the Panel gave no indication of the weight given to these several factors, it may not be unfair to assume that the last-named was given predominant importance, since 18 per cent was five times as much as the other factors combined.

## Higher Pay Without Higher Prices

Both panels stated that if the pay increases recommended could be met without raising price controls, then neither demands its case in this score with very conclusive "facts."

The Oil Panel confined its observations on this account to the statements that only one company in its group had pleaded "inability to pay" and that the industry was in a generally profitable position during 1945 and 1946.

The Automobile Panel stated that, under a number of assumptions about the 1946 operations of General Motors which it believed to be valid, the Company would have higher earnings than it had in 1944, its previous record year. It specifically stated that its findings in the case were not applicable outside the

automobile industry, but it recognized that the General Motors settlement would more or less determine the settlements of other automotive companies. It stated that it had not been able to arrive at a clear conviction as to the ability of other auto makers to pay similar wage advances, but it damaged the case by showing that they could expect to operate at full capacity in 1946, and that this should provide savings to offset the increased wage expenditures.

From the management point of view, one of the most serious limitations in the panel's procedure was their failure to deal with any of the Company's plans put forward in industry collective bargaining the demands of both sides are advanced and concessions in one direction are traded for concessions in the other. In fact, although the companies involved had insisted upon their need for protection against contract violations and walk-out strikes, and for other union concerns, nothing but the wage issue was considered by the "fact-finding" bodies. The General Motors Panel specifically recommended that the wage increase of 19% cents be granted, but that otherwise "the status quo prevailing before the strike be restored by the maintenance of the 1944 contract between the parties." Handled thus, fact-finding becomes indeed a wholly one-sided exercise.

Both panels accepted, quite uncritically, the general position taken by Government spokesmen that wage increases are satisfactory only if they are directly translated into price increases. It should be obvious that all wage increases add to the inflationary pressure, it made at a time like the present when consumer purchasing power far outstrips the volume of goods and services available to satisfy it.

## "Fact-Finding" Dodged in Steel and Rails

It is ironic, too, that even while the Automobile and Oil Panel groups were holding the "government policy" line, the President and his Reconstruction and Stabilization Executive was busy at work trying to dispel it in the steel dispute, although price rises in this industry have a particularly sharp anti-industry impact, borne by the exposed fact-finding board were not delivered while negotiations were carried forward by the President and his advisers under which the industry was offered a price increase of approximately \$4.00 a ton on condition that U. S. Steel and the United States Republics agree upon a mutually acceptable wage limit. It is hard to avoid the cynical conclusion that wage increases contribute the major administration policy, and that the principle of not translating them into increased prices is used only in those cases where there can be some reasonably plausible showing that wages may be raised without price advances.

Much the same general conclusion—that the "fact" are controlling only if they support a substantial wage increase—is sustained by the history of the administration of the Railway Labor Act of 1926, also cited as a glowing example of how "fact-finding" by so-called Emergency Boards of Presidential appointment has served to prevent strikes on the railroads. It is true that reports

of almost all of the 31 Emergency Boards appointed to look into threatened railway strikes in the 20 years since the act was passed have provided the basis for a settlement of the disputes in question. The fact—a real fact—remains, that in 1941, well again two years later the wage adjustments found appropriate by Emergency Boards in major railway labor disputes were reversed upwards at the White House after the unions involved rejected them as unsatisfactory and threatened to strike.

The second serious reason was made after government attitude of the railroads in respect to national transportation test-up. When the "facts" did not indicate a large enough wage increase to satisfy the union and the Administration, the "fact" went out the window.

It would be irresponsible to deny the importance of finding some tentative solution of current disputes that threaten to completely disrupt the reconstruction process. But upon the evidence of experience, "fact-finding" boards cannot be expected to operate according to the common conception of these bodies—as agencies designed to set out for the public an objective and significant weighing of the facts behind conflicting claims.

## Without Principles Facts Mean Little

Facts, if they are assembled upon a sufficiently pertinent basis, can be made to document almost any case one wishes to establish. The major difficulty in marshaling facts to resolve wage disputes is that there are several possible procedures for determining the levels at which wages should be set. In the absence of such principles, it is inevitable that "fact-finding" boards, appointed by the Administration, named largely by those who helped develop and administer Administration wage policies, and depending for continued existence upon Administration departments, will serve merely to implement Administration wage policy.

If Government wants to react to its wartime authority to fix wages—an objective specifically demanded by the President and increasingly wanted by no one—it should accept the responsibility directly, rather than operate in that odd through "fact-finding" boards which are independent in theory, but which cannot be so in fact.

The failure of the broad of "fact-finding" now urged upon Congress by the President is evident. Therefore, we must look for a solution along other lines.

What is needed is for labor and management to agree upon the principles that should govern the determination of wages under free collective bargaining. When such agreement is reached, then and only then, can fact-finding become an objective and useful instrument for settling wage disputes.

*James H. McPherson, Jr.*

President, McGraw-Hill Publishing Co., Inc.

## 'Homeland' Dispute, Last at Issue At Bermuda Conference, Sidetracked

Delegates, anxious to reach agreement before Congress starts debating British loan, agree to leave matter in status quo and seek compromise later this year.

Anxious to reach an agreement before the opening of the British loan debate in Congress, the Anglo-American deliberations at the Bermuda Civil Aviation Conference have sidetracked the "homeland" dispute—the last point at issue—by agreeing in effect to maintain the status quo and reopen the matter for further negotiation sometime this year.

The final draft agreements and their annexes were sent to London and Washington last week for review and simultaneous acceptance. The formalities of their ratification should be completed soon. As far as this country is concerned, the documents will be regarded as executive agreements not subject to Senate ratification.

► **Complicated by Geography**—Nub of the last disputed point has been the right of one country's airlines to peck up traffic anywhere within the homeland of another.

Applied to the United States and Great Britain, the matter becomes complicated by the fact that the American homeland is a large, central land mass while in the British the homeland consists not only of the British Isles, but of far-flung territories as large as Rhodesia or

as small as the Crown Colony of Hong Kong.

► **CAB Members Opposed**—American delegates for the right to pick up international traffic at widely-separated British points brought a corresponding request from the British for routes within the U. S. in which to pick up traffic for their own use. Particularly because of widespread opposition by members of the Civil Aeronautics Board who were included in the American delegation, it was impossible to devise any broad formula by which to handle this matter as a principle.

Thereafter, a compromise was reached, the delegates decided to restrict traffic largely to routes already laid out and their reasonable expansion and to protect the vested interests of the carriers already serving them.

► **British Modified Stand**—Approval of the Bermuda agreements has enabled some steel searching by the British Labour Government. The substance of the loan debate made the comparison with the U. S. imperative and it could not be reached on the basis of the original British policy of restricting competition in air transport.

Nevertheless the British have moved much closer to the position of the U. S. and assert that they have decided now to measure policy by its contribution to the ultimate end of the cheapest mass transportation possible under sound economic operation.

At Bermuda, this has meant abandonment of the hope for frequency regulation or restriction on the Fifth Freedom in the sphere of operations it has meant dropping the "fly British" equipment policy in order to purchase American Constellation for the North Atlantic service.

► **Home Opposition Fused**—Home opposition, already strong because of the nationalization of the airlines, has been fused by the Bermuda agreements. Another unknown

### AWARDED DSM:

Step Eric Lawrence G. Fritz (center), American Airlines operations vice-president, and Brig Gen. Harold L. George, commander general, Air Transport Command. Harris was cited for a leading role in establishing combined British, Canadian and American control over North Atlantic air routes, and Fritz for his assistance in redeployment of aircraft and crews to the U. S. after European hostilities ceased. Both were with ATC.

point is that the Bermuda agreements make probable the inauguration of seating arrangements with the Dominions on the basis of the former restrictive Empire policy.

While the "homeland" argument is world-wide in its application, its greatest immediate significance is as regard to American military bases in the British Caribbean islands, whose use by civil aircraft was restricted at Bermuda. Here there with probably be some embarrassment for the British because of the American insistence that U. S. lines be allowed to land directly with reduced governmental restriction either handling the negotiations through the home government in London.

► **Conditions on Base Agreements**—The base agreement was finally closed with the provision for use of these American-leased fields by the civil airlines of all non-Axis nations on a non-discriminatory basis. However, to eliminate the fear that colonial governments might exploit them by high rates on fuel and food supplies, or by granting monopolies to suppliers, the U. S. Army has been put in complete control.

## First Coast-to-Coast Schedules Seen As Constellation Sets Records

TWA plane chalks up new marks on flights in both directions and announces 11-hr. non-stop transcontinental airmail service will start on Feb. 15.

Records set in both directions across the country last week by a TWA Constellation point is new, faster schedules in regular coast-to-coast commercial operation.

The Constellation flew from Rock-bank, Calif., to New York's LaGuardia Field in 7 hrs. 27 min. 46 sec. carrying 48 passengers and a crew of seven. The passengers were magazine, newspaper and radio representatives, including R. M. Wood, editor of *American News* (See *Industry Observer*) It made the fastest time by a landed commercial transport and carried the largest number of passengers over transcontinental in a single commercial plane.

► **Set East-West Mark**—Two days earlier the same ship with 33 passengers, flew from New York to Los Angeles in 10 hrs. 40 min., breaking the East-West record. One stop was made at Kansas City.

While these times are below the schedules that may be expected in the near future, TWA already has informed the Post Office Department that starting Feb. 15 it will carry an airmail coast-to-coast non-stop in 11 hours. Constellation will be used.

► **New Partners Service Started**—Overlooked by the celebrated record was the important inauguration of new foreign service by TWA and American Overseas Airlines. The latter on Feb. 1 started regular flights to the Scandinavian countries, and TWA on Tuesday flew from Washington and New York to Paris. The plane, also a Constellation, took off from New York at 8:11 p.m. EST and arrived at Paris at 9:44 a.m. EST the following day. Flying time was 16 hrs. 33 min.

The star before TWA's Paris flight was to start, a Pan American Airways Constellation arrived at Paris report, near London, after a 18 hr. 9 min. flight from New York, beating its own previous record of 14 hrs. 2 min. Elapsed time was 15 hrs. and 23 min. The flight was the first by a Constellation in regular trans-Atlantic commercial passenger service.

► **TWA Flight Was Anniversary**—

TWA's successful attempt to break the transcontinental record from the East to the West was made on the twentieth anniversary of the day TWA's president Jack Frye, who captured the ship entered aviation in California.

In addition to the over-all records now time was set between intermediate points. On the flight west the plane flew from New York to Kansas City in 5 hrs. and 6 min., cutting 2 hrs. 36 min. off the old record.

The time from New York to Los Angeles was 84 min. under the previous transport record set by a TWA stratosphere.

► **120 mph Average**—On a trip from Los Angeles to San Francisco the plane flew 18 passengers the 363 miles in 1 hr. 13 min. Return flight time was 1 hr. 13 min.

The spectacular return trip from West to East was 4 hrs. and 23 min. under the 11 hr. 33 min. for a TWA Constellation in 1940. Flight time was 2,474. Speed averaged 329 mph with a top of 375 mph.

### U. S., Belgium Reach Landing Agreement

The U. S. and Belgium have concluded an airbase agreement, including Fifth Freedom privileges, granting requested landing rights

in Brussels and New York. The State Department announced last week. Pan American Airways is obligated to serve Brussels on its route from the U. S. to London and India. A formal bilateral air transport agreement is expected to supersede the interim agreement.

► **Belgian Studies Air Board**—Meanwhile, an unofficial report from Belgium states that influential members of the government and the Belgian section of the IATA plan to establish a Belgian Civil Aeronautics Board to regulate commercial and private flying there.

Similarly, it is reported that Belgium-Congo airline will place Douglas Skyramers in service early in 1946. The line will fly east and later two round-trips weekly with three expected by November.

### TCA Canada-Great Britain Service Is Stopped Up

Trans-Canada Air Lines announced last week that Canada's air schedules to Great Britain have been increased to three a week. Seats previously kept for priority ticket holders are now available to business men and others, who may book passage from any Canadian city.

The planes leave Montreal Airport on Mondays, Wednesdays and Fridays. Westbound flights leave Portland, Scotland on Wednesdays, Fridays and Sundays. Normal cargo capacity is 2,500 lbs. Four of the Trans-Canada transports built in Canada for the service carry 10 passengers each and two carry eight. Crew consists of captain, first officer, navigator, radio officer and purser-steward.



Off For Paris: The TWA Constellation "Star of Paris" loads passengers at Los Angeles before taking off as the last's first regular trans-Atlantic run. It previously had flown from Washington in 30 min. The plane took off for Paris at 2:11 p.m. EST Tuesday and landed at 9:44 a.m. EST the following day.

## CITEJA Concludes First Post-War Session

Reaches agreement under which its conventions will be presented for PICAO adoption

International Technical Committee of Aerial Legal Experts, which recently completed its 19th (first post-war) session at Paris, has reached an agreement under which its conventions to provide air law will be passed on for adoption by the Assembly of PICAO.

CITEJA, initials of the French name of the legal experts committee, is reorganizing its work after interruption by the war. It was formed in Paris in 1926, and in 1928 adopted the "Warsaw Convention" to which the U. S. is a party.

**Scope Delimited**—Private air law deals with legal phases of aircraft operation as between citizens of one country and the government of another, or between the citizens of two different countries, whereas public air law has to do with aviation relationships between governments.

Two important matters, not on agenda of the meeting in Paris, Jan. 26-29, came up for consideration. One is a proposed convention on aircraft mortgages, and aircraft property registration. The code would protect investors against loss through unwarmed sale of encumbered aircraft in foreign countries. The proposed registration would reveal mortgages and other

## New Fee System

A new fee system for all planes operating on Bowman Field has been announced by Al New, Louisville's Director of Airports.

The Louisville and Jefferson County Air Board has fixed the fee at 2 percent of the gross earned by individual planes of such company. A fee of \$150 must be paid in advance on the first plane and \$100 on each additional plane. If, at year's end, the 2 percent gross does not exceed the fee collected, the fee stands.

charges against the aircraft.

**Further Study Ordered**—Thus, and other matters of private air law, such as further coordination with PICAO, interpretation and application of conventions, revision of the Warsaw convention, draft of convention on air collisions, salvage and salvage of aircraft on land, legal status of the commander and personnel, aviation insurance designation of subcontractors, date and place of 19th session, were assumed for further study.

At the Rome conference in 1933, a convention on preliminary attachment of airplanes was adopted. It protects public customs and individual commercial aircraft from detention on mere suspicion. A convention was drawn, also at Rome, on the liabilities of third parties on the surface, and another at Bris-

sch in 1935, on salvage of aircraft and aircraft at sea. Number of these has been adopted. Senator Pat McCarran proposed the latter in a bill some years ago, without success.

**U. S. Delegation**—Stephen Luchford, Aviation Division, State Department, was chairman of the U. S. section of CITEJA at the Paris meeting, which was attended by 32 countries. Other U. S. members were Arnold W. Knecht, specialist in maritime and aviation law; Emory T. Nemesky, Jr., assistant general counsel of CAB; and Howard B. Nesley, civil air attaché, American Embassy at Paris.

## Trans-Marine Case Reopening Sought

Public Council is seeking to reopen CAB's investigation to determine whether Trans-Marine Airlines of New York, has been operated between that city and the Cape Cod area in violation of certification requirements of the Civil Aeronautics Act.

In a motion filed with the Board, Public Counsel Julian T. Connolly and Julia W. Woodhouse, allege that reopening of the case is in the public interest "should the Board be of the opinion that the length of the period of Trans-Marine's activities might have any substantial bearing on this investigation."

Aan examiner's report last fall (AVIATION NEWS, Oct. 15) recommended that the Board find Trans-Marine had not failed to comply with provisions of the Act and that the investigation be dismissed. One of the principal grounds for the recommendation was an inadequate period of observations of Trans-Marine's activities.

Public Council, already having occupied to this finding, now went out to the Board that Trans-Marine continued its operations to about mid-September. They cite further a recent advertisement in New York papers calling of Trans-Marine's winter operations on New York-Miami, Miami-Tampa, Miami-Cat Cay, and Miami-Key West routes.

## New DC-8 Brochure

Douglas Aircraft Co. has given airlines new specification books as the proposed DC-8 transport. No regional departures from original performance standards are noted, the new sales brochure being simply an elaboration of design and marketing arrangements.

## Panagra Case Remanded to CAB On Derivative Action Principle

U. S. Court of Appeals ruling extends to administrative procedure the right of a stockholder to sue on behalf of a corporation giving Board power to hear terminal dispute.

The principle of derivative action, whereby a stockholder may sue on behalf of a corporation, was extended to administrative procedure in a U. S. Circuit Court of Appeals decision remanding the Panagra Terminal case to the CAB.

A Board attorney said that to his knowledge the Second Circuit (Southern New York) decision was the first in which the derivative principle has been extended beyond a court of law to the functions of an administrative agency. Under its regular procedure, the Board was not aware that it could consider a derivative application.

## CAB Refused to Take Jurisdiction

"The Board had decided (AVIATION NEWS, May 20, 1946) it did not have jurisdiction to extend Panagra's routes to the U. S. from the Canal Zone, mutually changing Panagra's system, as the absence of an application from the carrier W. R. Grace & Co. appeared on the decision to the courts (AVIATION NEWS, Oct. 16, 1946).

CAB had initiated a proceeding to determine whether public con-

venience and necessity required such an extension after Grace and Pan American Airways, half-and-half owners of Panagra, failed to agree on whether such a petition should be filed in Panagra's home country finally applied for the extension.

**Precedent Cited**—Circuit Judge Frank concluded that the Board should be directed to decide whether Panagra should be treated as applying for the extension and, if so, whether public convenience and necessity require it be granted.

The court cited a law precedent in another case in which a shareholder was permitted to appeal although he asserted did not differ from that of any other stockholder, "he could speak only for his class and his class was therefore necessarily derivative."

**Legal Question Outlined**—"His power to speak for the company," Judge Frank wrote, "depended on his allegation that the action of the directors was equitable by 'illegality and fraud' which made false any recourse to the management."

"In accord with this, it seems to us that, if Grace & Co. could prove that the opposition of Pan American (the parent company, for we dismissed the subsidiary) to Panagra's applying for an extension was due to 'illegality and fraud' it would follow that this proceeding should be regarded as a subsidiary application for the extension, and then it would be open to the Board to decide the issue of public convenience and necessity." This issue was not considered by the Board in view of its finding on the jurisdictional question.

**Change in Favorable**—"Certainly," the court continued, "there is everything to be said in favor of such a course, if it is possible."

Issues on which such a shareholder's suit would depend, Judge Frank continued, would be whether Pan American was opposing the extension "because it was pursuing its own advantage to the prejudice of the joint interest ('illegality'), and because it was engaging in some unfair trade practice ('illegality')." Both issues, he explained, require specialized acquaintance, such as the Board also would have, with commercial aviation.

Therefore the opinion was reached that the Board had power to determine, as between Grace and Pan American, which would speak for Panagra, but "needless to say, we suggest nothing as to the proper outcome of that inquiry."



## UNITED HANDLES OYSTER SHIPMENT

Possible forerunner of other similar seafood shipments, 3,000 lbs. of Chicago-style Bay oysters were carried from Washington to Chicago last week on a United Air Lines cargo plane in chartered flight. Workers are pictured as then repacked into 12-cup cartons nearly 4,000 sq. yds. of oysters in the shipment. The oysters were in ice when delivered at National Airport.



## MASTER PLANS FOR PHILADELPHIA TERMINALS

Philadelphia has announced master plans for expansion of both the Southwest and Northeast airports at an estimated cost of \$15,000,000. These drawings from the Philadelphia Inquirer show details of the projected



improvements. Federal and State aid will be sought for both projects, which would be carried out in a manner as not to interfere with current operations at the fields.

## TRANSCRIPT — 30



## Initiating An Air Power Policy

IN its January 21 issue AVIATION News proposed editorially that the quickest way to obtain congressional definition of national defense policy would be through presentation to Congress by the Army and Navy of concrete recommendations for legislation. The EPRC fulfills in the Senate then was three days old. The Senate has done virtually nothing since then much longer can we afford to wait for Congress to assume leadership?

It is the conviction of some of the aircraft industry's leaders that the Army and Navy jointly present their recommendations for an air power policy. The proposal has merit.

It is the conviction of these industry men that the declarations of policy of previous years, essentially that of the Morrow Board incorporated in the Air Corps Act of 1920, and the Air Commerce Act, need revision to reflect the new stature of the air forces, and the impact of scientific research and technological development revealed by our experience in World War II.

They feel that impressive evidence has now been presented Congress to supply a firm foundation for a new air power policy. This evidence charts the course which the nation should follow. But it is so detailed and voluminous, and has been offered in so many various forms, that it becomes imperative that it be brought into focus for projection against the future.

Among the most important pronouncements have been the report of the Air Coordinating Committee, biannual report of the secretary of War, report of the chief of naval operations to the secretary of the Navy, the third report of the commanding general of the AAF to the secretary of War, National Planning Association's recommendations on national aviation policy, testimony submitted to the aviation subcommittee of the Naval Special Committee investigating the national defense program, testimony submitted to the joint hearings on proposed national research foundation legislation, and before the Senate Atomic Committee and the House Military Affairs Committee, hearings of the House Naval Affairs Committee on the subject of the composition of the post-war Navy, hearings before the House Post-war Military Policy Committee and voluminous evidence by the planning echelons of the Army and the Navy.

This material and much other valuable evidence is available. It remains only for the armed services to crystallize it into its proper elements and to chart a sound and effective policy which Congress can adopt and follow.

"It might be said that the presentation of an air power policy is premature, that there has not been time to gain perspective necessary to properly adapt our course in the ensuing years," one industry top executive points out to the News. "But it also might be said that the very victory of our arms proves that the treaty of air power—the air forces, the aircraft industry and air commerce—has gained the necessary perspective, and, further, that it is the duty of the aviation leadership of the Nation to project this perspective for the benefit and edifice of the United States as a whole. Unless and until this can be done, the planning and coordination vital to air power must be maintained on an interim basis, subject always to possible ill-informed and hasty revision or stultification by both executive agencies and the legislative branch of the government."

Some hesitation in presenting an air power policy can be understood at a time when the overall military organization of the country is under debate. But how can there be conflict in either philosophy or viewpoint between the armed services in the same policy of air power?

While Congress dawdles, and refuses to take the initiative, what can be lost in urging that an air power policy be placed before the Congress and that the armed services jointly support its adoption?

## Appreciation

ONCE a year each subscriber to AVIATION News receives a questionnaire, signed by the editor, requesting comments and suggestions as to how this publication can meet even better the needs of each reader. The response to the mailings has been far above the average for this type of questionnaire, according to the McGraw-Hill research department. The opinions and suggestions offered to date have been extremely valuable to the editors. The many compliments are appreciated. We thank the subscribers who have taken the time to answer

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